Contact the NABLC Safety Office- (757) 462-2193

CNRMA

COMMANDER NAVY REGION MID-ATLANTIC

Serving the Mid-Atlantic Region Navy Community

Safety Office

Naval Amphibious Base Little Creek

SAFETY ADVISOR
January 2006

The Navy Region, Mid-Atlantic Public Safety, Little Creek Safety Office publishes the Safety Advisor and widest dissemination within your organization is encouraged. Please post on official bulletin boards and route to your staff.

Happy New Year

Welcome to 2006! Well it's a new year and everyone here at the Safety Office hopes you had a safe and fun holiday season. Hopefully the last few issues of the Safety Advisor provided advice and help to your command and gave you some good ideas for training or discussion. We encourage you to post the Safety Advisor on your bulletin board or route it through your personnel. We are always open to feedback, negative or positive on the Safety Advisor, GatorGram, POW, or Flagship articles. If you have an idea or a topic you would like more information on please let us know. Call us at 462-2193 or 462-2501 or visit our website at www.nablc.navy.mil/safety. We look forward to hearing from you. Now it's time to get back to work.

OSHA Offers Tips To Protect Workers In Cold Environments

WASHINGTON -- With the onset of cold weather, OSHA is reminding employers and workers to take necessary precautions to prevent and treat cold-related health problems. Prolonged exposure to freezing or cold temperatures may cause serious health problems such as trench foot, frostbite and hypothermia. In extreme cases, including cold-water immersion, exposure can lead to death. Danger signs include uncontrolled shivering, slurred speech, clumsy movements, fatigue and confused behavior. If these signs are observed, call for emergency help.

Tips include:

- Recognize the environmental and workplace conditions that may be dangerous.
- Learn the signs and symptoms of cold-induced illnesses and injuries and what to do to help workers.
- Train workers about cold-induced illnesses and injuries.
- Encourage workers to wear proper clothing for cold, wet and windy conditions, including layers that can be adjusted to changing conditions.
- Be sure workers in extreme conditions take a frequent short break in warm dry shelters to allow their bodies to warm up.
- Try to schedule work for the warmest part of the day.
- Avoid exhaustion or fatigue because energy is needed to keep muscles warm.
- Use the buddy system - work in pairs so that one worker can recognize danger signs.

- Drink warm, sweet beverages (sugar water, sports-type drinks) and avoid drinks with caffeine (coffee, tea, sodas or hot chocolate) or alcohol.
- Eat warm, high-calorie foods such as hot pasta dishes.
- Remember, workers face increased risks when they take certain medications, are in poor physical condition or suffer from illnesses such as diabetes, hypertension or cardiovascular disease.

HYPOTHERMIA

Introduction

People who work outside or enjoy outdoor recreational activities face certain risks. Hypothermia is one of these risks that is often overlooked or not recognized. Because hypothermia can affect reasoning and judgment, you can quickly find yourself in a life-or-death situation without realizing that you are in danger.

Recognition

The symptoms of hypothermia are varied and depend on the body's core temperature. A person suffering from a mild case may exhibit shivering and a lack of coordination, while a person suffering from severe hypothermia may be incoherent, exhibit muscular rigidity and can potentially succumb to cardiac arrest. The chart below shows the correlation between core body temperature and hypothermia symptoms.

Severity of Hypothermia	Body Temperature (°F)	Symptoms
Mild	98.6 - 97	Shivering Begins
	97 - 95	Cold sensation, skin numbness, goose bumps, lack of hand coordination
Moderate	95 - 93	Intense shivering, general lack of muscular coordination, slow or stumbling pace, mild confusion, pale skin.
	93-90	Violent shivering, gross lack of muscular coordination, mental sluggishness, amnesia, difficulty speaking.
Severe	90 - 86	Shivering stops, muscular stiffness, extreme confusion or incoherence, irrational behavior, inability to stand, skin appears blue and or puffy.
	86-82	Muscular rigidity, semiconscious, pulse and respiration decrease, dilation of pupils, skin ice-cold to touch.
	82 - 78	Unconsciousness, pulmonary edema, pulse and heartbeat erratic, cardiac and respiratory failure, death.

Prevention

There are several steps you can take to reduce your risk of hypothermia before you head out into cold, wet conditions. These steps include:

• Wear proper clothing. The ideal clothing for extended periods in a cold and/or wet environment consists of a breathable layer next to the skin (such as cotton or polypropylene), an insulating middle layer (wool, which continues to insulate even when wet, is a good choice) and a waterproof, but breathable, outer layer (such as nylon or Gore-Tex™).

• Stay hydrated when outdoors.

• Use the buddy system when spending time outdoors, if possible.

• Be familiar with the signs of hypothermia. Early recognition of hypothermia can help prevent you from facing a life or death situation.

Commonly Asked Questions

Q. ***Can hypothermia be a problem even if the temperature is well above freezing?***

A. Yes. Hypothermia can occur any time that the body cannot generate enough heat to maintain its core temperature, regardless of the time of year. Even on a sunny summer day, a person immersed in 40° to 50°F water may reach the exhaustion point (due to a lowered core temperature) in as little as 30 minutes, and death from hypothermia may result in only three hours.

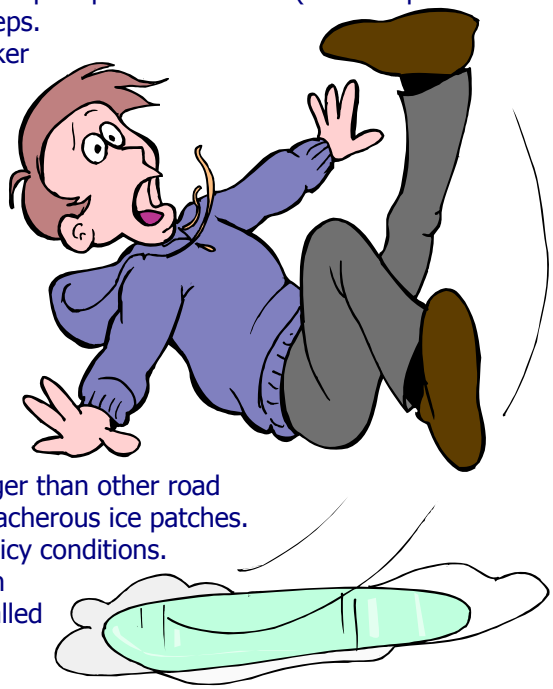
Q. ***Can the medications I'm taking make me more susceptible to hypothermia?***

A. Yes. A number of commonly prescribed medications can affect the body's resistance to hypothermia. Sedatives, anti-depressants, tranquilizers and cardio-vascular drugs can all affect the body's ability to regulate temperature. If you are concerned about the effect your medications may have on your body's resistance to hypothermia, please contact your doctor or pharmacist for more information.

Avoiding Slips, Trips and Falls in Winter Snow & Ice

The winter months are usually acccompanied by a rash of slips an dfalls. Nearly two-thirds of these mishaps occur on snow, ice, or wet surfaces near building entrances or in parking lots. Here are some tips to help you prevent falls:

- Wear shoes that provide good traction
- Dress warmly. Being cold may cause to hurry or tense your muscles, both can affect your balance
- Give yourself plenty of time. Take short steps with your feet pointed slightly outward. This will help keep your center of balance under you and provide a stable base for support
- Be extremely careful getting out of your vehicle. If possible, swing your legs around and place both feet on the pavement before you attempt to to stand. Steady yourself on the door frame until you have gained your balance. Avoid reaching beyond your center of balance to take hold of the door; this may cause a fall.
- Don't take shortcuts. Always use sidewalks nd the cleared paths in parking lots. Never walk between parked cars. Be especially careful when stepping to different levels, down or up steps or from curbs (don't step on curbs). Remember, grassy slopes can be as dangerous as snowy steps.
- Pay attention to the walking surfaces. It may become wetter or slicker ahead of you. Look down, however, only with your eyes. If you bow your head, it could propel you forward.
- When walking after sunset or in shadowed areas, be alert for *black ice* – particularly in the days following a storm. Once parking lots, sidewalks, and steps have been cleared, a thin layer of water remains and refreezes when the temperature drops.
- Carry only those items necessary. Carrying weighted or bulky packages is also risky.



Black Ice!

When temperatures are forecasted to be near freezing, expect to find ***Black Ice***. Remember bridges and overpasses freeze up before and remain frozen longer than other road surfaces. Don't forget those shaded areas of the road, they can and do hold treacherous ice patches. Be alert to the new system area bridges are using to warn motorist's of possible icy conditions. Bridges in the Virginia Beach area installed a system of temperature detectors on bridges where accidents have occurred most often in the past. Road crews installed a system of reflectors on the approaches to the bridges which reflect blue in freezing conditions. Other tips are provided for your safety:

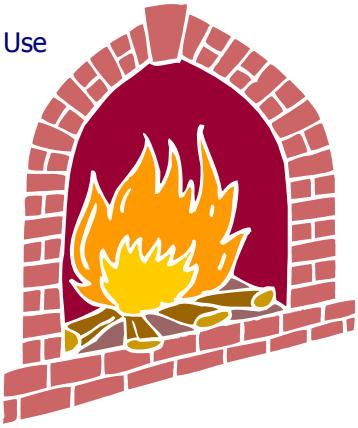
- Be exceptionally wary during early morning and late evening when road icing is most likely to occur.
- Icy sections are most likely to be found on and under bridges, on high sections of roads, at the tops of hills exposed to wind, in valleys and forestes, and on roads near rivers, lakes and along foggy areas.
- When driving on a wet road, there is always a strong possibility that black ice may lie ahead.
- Once on an icy section, do not accelerate, brake, downshift or make a sudden change in steering direction. Keep a safe distance from other vehicles.
- If you should get into trouble, try to steer to the edge of the road. Sand and salt from previous road. "dustings" may have blown to the road edges by past traffic and will help you regain control.
- Slow down and drive with care. Driving too fast allows you less time to react and reduces your chances of recovering from a mistake.

Carbon Monoxide

A variety of factors contribute to heating mishaps. Carbon monoxide is a colorless, odorless toxic gas and can easily enter the home through faulty furnaces or gas-fired room heaters or be trapped inside by blocked chimney flues. Symptoms of carbon monoxide poisoning are similar to those of flu-like illnesses and include dizziness, fatigue, headaches, nausea and irregular breathing.

RECOMMENDATIONS:
Identifying hazards such as improper installation, lack of maintenance, improper ventilation and combustible materials too close to home heating equipment are part of the carbon monoxide risk assessment and risk management process. Assessing the risks and making risk decisions to eliminate this silent killer include the following:

- Have a licensed contractor check for creosote buildup in your chimney, crumbling bricks, loose mortar and obstructions. If you're not experienced, don't rely on your own judgement. Also have the furnace electrical and mechanical components, thermostat controls and automatic safety devices checked before each heating season.
- Ensure the fireplace damper is open before a fire is lit. This will provide for efficient burning and prevent the accumulation of poisonous or explosive gases.
- To ensure adequate air circulation, leave a nearby window open about one inch. Wood burns incompletely, so its smoke contains many harmful pollutants, including carbon monoxide.
- Burn well-seasoned hardwoods such as maple, elm oak and birch. They are the safest and give the most efficient heat with the least amount of smoke and creosote buildup.
- Softwoods such as pine, fir and spruce should be used for kindling only. They burn slowly, producing excessive smoke and creosote. Decorative logs add beauty; however when poked, they can explode or flare up.
- Never burn salt-treated wood. It generates toxic gases.
- Never burn trash. It can create a flash fire with tremendous updraft that can cause a fire in the chimney.
- Never use charcoal as an indoor fuel; it produces toxic fumes.
- Don't use flammable liquids to start a fire.
- Keep furniture, rugs or other combustibles at least three feet from heaters. Use heat-tempered glass doors or a sturdy metal screen over the fireplace opening to keep sparks from popping out into the room.



- Keep fires small, but steady and moderately hot. A small steady fire produces the best heat with the least smoke and creosote buildup.
- Wear gloves and long sleeves when tending a fire.
- Ensure the fire is out prior to retiring for the night. Be careful when putting the fire out or removing burnt materials. Allow ashes to cool before disposing of them in a tightly covered metal container. Don't mix ashes with trash and other combustibles.
- Ensure an unvented, gas-fired room heater has an automatic cut-off (tip over) switch. It should be equipped with an oxygen depletion sensor that shuts the heater off when there is not enough fresh air. Open windows enough to have an exchange of air. This prevents carbon monoxide build-up. Note: Liquid-fueled heaters are illegal in Navy owned housing units.
- Install smoke and gas detectors in your home and keep an all-purpose fire extinguisher near the fireplace.
- Install carbon monoxide detectors in your home, close to the sleeping areas. Follow manufactor's directions for installation and use.
- Don't let your vehicle warm up in the garage for a long period of time, especially if you have an attached garage. The fumes can easily seep into the house and overcome those inside, even with an open garage door.

SOURCE:
National Fire Protection Association

Winter Driving

Before you venture out during wintry weather conditions…ask yourself one question…Is this trip absolutely essential? If it is essential, then prepare accordingly:

- Dress properly for the outside conditions, make sure your vehicle is in good operating condition.
- Allow enough time to properly remove all snow and ice from your vehicle and windows. Keep a quick acting spray defroster for the windshield.
- Depending on where you are heading and the amount of snow you'll be driving in consider purchasing a small shovel to clear snow away from tires should you become stuck. A small bag of sand or kitty litter can help provide better tire traction to get out of snow and ice.
- If driving conditions deteriate, pull over and wait until conditions improve. Keep a warm blanket in your vehicle in case you become stuck and have to wait for assistance. If you become disabled on the highway, break out your blanket and shut the vehicle off. Restart the vehicle periodically to clear the windows and warm the interior.

Enterprise Safety Application Management System (ESAMS)

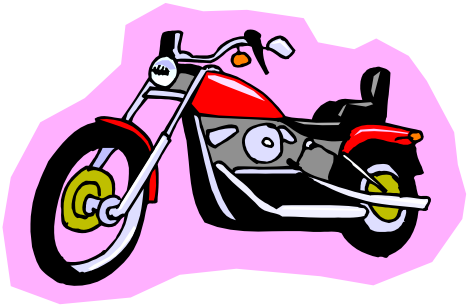
CNI has selected one safety management software program across its enterprise for Safety and Occupational Health (SOH) data management of mishap reports, training, direct and indirect costs, medical surveillance, hazard analysis, etc. Per RADM Christopher Weaver, CNI HQ "**All CNI commands and all tenant commands receiving BOS Occupational Safety and Health (OSH) services from CNI regions shall implement and use ESAMS.** An ESAMS implemention/training schedule has been provided to all CNI regions. In order to expedite the implementation process and ensure the continued success of ESAMS, each region shall assign an ESAMS coordinator and as a minimum, one alternate. Also, CNI Fire and Emergency Services (F&ES) have selected ESAMS to manage their F&ES program. **Successful implementation of ESAMS will require support from Regional/Installation Commanders"**. ESAMS provides a secure NMCI compliant web-based means to manage all facets of the Navy's safety and health programs. ESAMS will enable CNI to fully comply with all current OSHA and OSH standards, and provides real time data for headquarters and command level personnel allowing them to make informed decisions based on current data and metrics.

Training classes for CNI supervisors were held in December 2005 at the Fleet Learning Resource Center, Bldg W-143, Naval Station Norfolk. Additional training classes for Supervisors and Safety Staff of Commands receiving OSH BOS services will be held in January or February 2006. To request a training quota, please contact Denise Hechinger at (757) 322-2332 or e-mail denise.hechinger@navy.mil.

Scheduled Safety Training

The following Training Classes are scheduled:

- Motorcycle Safety – Basic Rider Course (BRC)
  - 30-31 January 2006
  - 27-28 February 2006
  - 27-28 March 2006
  - 17-18 April 2006
  - 8-9 May 2006
  - 12-13 June 2006
  - 17-18 July 2006
  - 14-15 August 2006
  - 11-12 September 2006
  - 2-3 October 2006
  - 13-14 November 2006
  - 11-12 December 2006

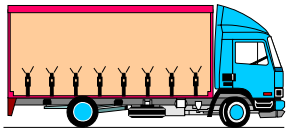


- For Registration form & procedures, visit our website at http://www.nablc.navy.mil/Safety/Motorcycle/motorcycletrainingcourse.htm

- AAA Driver Improvement Program (DIP):
  - 25 January 2006
  - 22 February 2006
  - 29 March 2006
  - 26 April 2006
  - 31 May 2006
  - 28 June 2006
  - 26 July 2006
  - 30 August 2006
  - 27 September 2006
- Classes are generally conducted at 0700 on the last Wednesday of each month or as requested.
  - To register call 462-2197 or 462-2199 or visit our web site at: http://www.nablc.navy.mil/Safety/Traffic/dip.htm
    - Per OPNAVINST 5100.12G Navy Traffic Safety Program Instruction requires DIP classes for:
      - All Navy military and DON civilian personnel operating government motor vehicles (GMV). Personnel are required to take the DIP Class if they are required to operate a GMV by job description, PD, a requirement of the specific job, etc. It does not include personnel who operate GMVs such as the CO/XO, person using a GMV to go on travel, etc.

- All Navy military and DON civilian personnel involved in a crash while driving a GMV (whether on or off government property)
- All Navy military personnel who have been convicted of serious moving traffic violations (e.g. reckless driving, driving while impaired, speeding, following too closely, failure to yield, etc). while driving a private motor vehicle (PMV) or GMV (whether on or off government property)
- All DON civilian personnel in a duty status who have been convicted of serious moving traffic violations (e.g. reckless driving, driving while impaired, speeding, following too closely, failure to yield, etc). while driving a PMV or GMV (whether on or off government property)
- (Note- Serious violations are similar to those considered "6-point violations" by the Virginia Department of Motor Vehicles).
- Offenders, military or civilian, shall successfully complete the American Automobile Association's Driver Improvement Program (AAA DIP) conducted by a COMNAVSAFECEN-approved instructor or other COMNAVSAFECEN approved training or lose installation driving privileges

- Explosives Driver Training
  - January 2006
- For registration and more information contact Mr. Leo Weatherspoon at leo.weatherspoon@navy.mil



Deficiency Corner

If you have this problem… let's do something about it !!

Problem: Power strips used as permanent wiring
Violation: 29 CFR 1910.305(g)
Solution: Install permanent wiring- submit Work Request to NAVFAC MIDLANT

Problem: Access to electrical panel blocked
Violation: NEC Article 110.16
Solution: Keep 36 " clearance at all times

Thanks to everyone who contributed to this month's Safety Advisor
We wish all of you a safe and Happy New Year

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JANUARY

Deployment Safety Challenges

Non-combat mishaps usually cause more injuries than those directly linked to combat. Preventing injuries in combat and on deployments is critical to effectively accomplishing the mission. Deployed Navy and Marine Corps personnel need to assess risks and intensify safety measures, especially in the areas of:

- Use and maintenance of electrical equipment,
- Storage and handling of ammunition, weapons and fuel,
- Fall protection,
- Fire prevention, and
- Working aloft and over the side.

The key to success in these environments is to perform operational risk management early in planning phases and to apply relevant occupational safety and health standards.

RESOURCES

NAVMC Dir. 5100.1, Marine Corps OSH Program Manual
www.usmc.mil/directiv.nsf/web+orders

OPNAVINST 5100.23 Series, NAVOSH Program Manual
http://neds.daps.dla.mil/Directives/table21.html

OPNAVINST 5100.19 Series, NAVOSH Program Manual for Forces Afloat
http://neds.daps.dla.mil/Directives/table20.html

Naval Safety Center
www.safetycenter.navy.mil

U.S. Navy photo by Photographer's Mate 3rd Class Tony Spiker

Sailors and Marines man the rails as USS Tarawa leaves port for a Western Pacific deployment in support of Operation Iraqi Freedom.

Safety Dates

National Eye Care Month
www.preventblindness.org

National Radon Action Month
www.nsc.org/library/facts/radon.htm